

Individual Decision

The attached report(s) will be taken as Individual Portfolio Member Decision(s) on:

Thursday, 4th November, 2010

Ref:	Title	Portfolio Member(s)	Page No.
ID2050	A338, Great Shefford to Oxfordshire Boundary - 50mph speed limit and Fawley and South Fawley villages - 30mph speed limit.	Councillor David Betts	1 - 6
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Individual Executive Member Decision

Title of Report:	A338, Great Shefford to Oxfordshire Boundary - 50mph speed limit and Fawley and South Fawley villages - 30mph speed limit.
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	04 November 2010
Forward Plan Ref:	ID2050

Purpose of Report:

To inform the Executive Member for Highways & Transport (Operational) & ICT of the responses received during the statutory consultation on the proposed 30mph and 50mph speed limits in the parishes of Great Shefford, Chaddleworth and Fawley.

Recommended Action:

That the Executive Member for Highways, Transport (Operational) & ICT resolves to approve the recommendations as set out in Section 4 of this report.

Reason for decision to be taken:

To enable the proposed speed limit to be introduced.

Statutory: **Non-Statutory:**
Other:

Other options considered:

Key background documentation:

Report to the Speed Limit Review - 16th December 2009,
 Minutes of the Speed Limit Review - 16th December 2009
 Individual Decision Report (ID1957).

Portfolio Member Details	
Name & Telephone No.:	Councillor David Betts - Tel (0118) 942 2485
E-mail Address:	dbetts@westberks.gov.uk

Contact Officer Details	
Name:	Andrew Garratt
Job Title:	Principal Traffic & Road Safety Engineer
Tel. No.:	01635 519491
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Implications

Policy:	The consultation is in accordance with the Council's Consultation procedures.
Financial:	The implementation of the speed limits will be funded from the approved Capital Programme. If there are any financial implications contained within this report this section must be signed off by a West Berkshire Group Accountant. Please note that the report cannot be accepted by Policy and Communication unless this action has been undertaken.
Personnel:	None arising from this report.
Legal/Procurement:	The sealing of the Traffic Regulation Order will be undertaken by Legal Services.
Environmental:	A reduced speed limit will make a more pleasant environment for local residents.
Partnering:	None arising from this report.
Property:	None arising from this report.
Risk Management:	None arising from this report.
Community Safety:	None arising from this report.
Equalities:	Stage 1 EIA attached, Stage 2 EIA not required. For advice please contact Principal Policy Officer (Equalities) on Ext. 2441.

Consultation Responses

Members:	
Leader of Council:	Councillor Graham Jones - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.
Overview & Scrutiny Management Commission Chairman:	Councillor Brian Bedwell - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.
Select Committee Chairman:	N/A
Ward Members:	Councillors George Chandler, Gordon Lundie and Graham Jones - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.
Opposition Spokesperson:	Councillor Keith Woodhams is happy to support the ward members.
Local Stakeholders:	N/A
Officers Consulted:	Mark Cole and Mark Edwards
Trade Union:	N/A

NOTE: The section below does not need to be completed if your report will not progress beyond Corporate or Management Board.

Is this item subject to call-in.	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
If not subject to call-in please put a cross in the appropriate box:		
The item is due to be referred to Council for final approval	<input type="checkbox"/>	
Delays in implementation could have serious financial implications for the Council	<input type="checkbox"/>	
Delays in implementation could compromise the Council's position	<input type="checkbox"/>	
Considered or reviewed by OSC or associated Task Groups within preceding 6 months	<input type="checkbox"/>	
Item is Urgent Key Decision	<input type="checkbox"/>	

Supporting Information

1. Background

- 1.1 In August 2006 the Department for Transport published Circular 01/2006 Setting Local Speed Limits, which superseded the guidance, set in 1993. Circular 01/2006 also requested all traffic authorities to review the speed limits on all of their A and B roads, and implement any necessary changes, by 2011 in accordance with the new guidance. The A338 is therefore being assessed as part of this initiative and was considered by the Speed Limit task group at its meeting on 16th December 2009.
- 1.2 The A338 is the main distributor road to the north of the M4 at Junction 14. The section of the A338 from the M4 to Great Shefford had a 50mph limit introduced following the Speed Limit Review meeting in 2005. This made it consistent with the speed limit to the south of the M4. The length of A338 to the north of Great Shefford is subject to the national speed limit and was reviewed as part of Circular 01/2006.
- 1.3 In the latest three year period, to the end of August 2010, there have been four recorded injury accidents on the A338 between Great Shefford and the district boundary. This has resulted in one fatal, two serious and one slight injury being received. The fatal and serious accidents all involved motorcycles.
- 1.4 This will also tie into the proposed 50mph limit being introduced by Oxfordshire County Council on their section of the A338 which was approved by their Cabinet on 2 September 2010 and now programmed for implementation.
- 1.5 A request for a 30mph speed limit to be introduced in the villages of Fawley and South Fawley was also considered at the speed limit review meeting in December 2009.
- 1.6 Fawley and South Fawley are small rural villages which are subject to the national speed limit. The roads are narrow with no footways and there are no village name plates. There have been no recorded injury accidents in the villages within the latest three year period to the end of August 2010.

1.7 The recommendations of the Task Groups were approved by Individual Decision (ref ID1957) on 15th February 2010 and programmed as part of the Traffic and Road Safety works programme for 2010/11. The statutory consultation and advertisement of the proposals was undertaken between 26th August and 16th September 2010.

2. Responses to statutory consultation

2.1 At the end of the statutory consultation period three responses had been received.

2.2 A summary of the comments received during the statutory consultation, together with officer comments is provided in Appendix A to this report.

3. Conclusion

3.1 There have been a number of injury accidents on the national speed limit section of the A338. A 50mph speed limit is likely to reduce traffic speeds and the number of accidents. It would also link into the proposed 50mph speed limit in Oxfordshire.

3.2 Circular 01/2006 indicates that 30mph speed limits should be the norm in villages. Residents are concerned about traffic speeds which have led to the requests for a 30mph to be introduced. It would also highlight to drivers that they are entering a village environment.

3.3 The Speed Limit Task Group considers a number of factors when considering a speed limit. These include the current speed limit, the injury accident record, results of any traffic surveys, the character and nature of the road. It is therefore recommended that the 50mph speed limit on the A338 and the 30mph speed limit in Fawley and South Fawley be introduced.

4. Recommendations

4.1 In view of the above it is recommended that the proposed 50mph speed limit for the A338 be introduced as advertised.

4.2 In view of the above it is recommended that the proposed 30mph speed limit for Fawley and South Fawley be introduced as advertised.

4.3 That the respondents to the statutory consultation be informed accordingly.

Appendices

Appendix A – Responses to Statutory Consultation

Summary of comments to Statutory Consultation

No. of Comments	Comments	Officer Comments
1	<p>An objection was received to the proposed 50mph speed limit for the A338.</p> <p>The respondent considers that the route is totally safe at 60mph or more and that there are sufficient warning signs informing drivers of the road layout. A 50mph speed limit would be frustrating for drivers and the risk of accidents from overtaking manoeuvres will be increased.</p>	<p>Within the latest three year period, to the end of August 2010, there have been a total of 4 injury accidents on the length of the proposed 50-mph speed limit. This has resulted in one fatal, two serious and one slight injury being received. The fatal and serious accidents all involved motorcycles.</p> <p>Experience has shown that where 50mph speed limits have been introduced and considered appropriate for the nature of the road, traffic speeds and injury accidents have reduced.</p> <p>The proposal will also tie into the Oxfordshire County Council proposal to introduce 50mph to the north of the district boundary making a consistent speed limit.</p>
1	<p>The respondent fully supports the proposed 50mph limit on A338 but objects to the proposals for Fawley and South Fawley for the following reasons.</p> <ul style="list-style-type: none"> i. The reason in the Traffic Order is to make the Fawley villages consistent with other villages covered by 30mph speed Limits. The Fawleys are not like other villages in the district as there are no through roads with the only traffic passing through going to a couple of local farms; due to the lack of through roads almost all vehicles will be stopping in the villages rather than passing through at speed. ii. Communities Secretary Eric Pickles has called for unnecessary traffic signs, railings and bollards to be removed in a bid to make our streets tidier and safer and 30mph limits will require at least 8 new signs for each village with possibly repeater signs as well. Also the 	<ul style="list-style-type: none"> i. Vehicles accessing the villages can still be travelling at inappropriate speeds. Other residents have concerns about vehicle speeds which have resulted in the original request for the speed limit and the letter of support. ii. Whilst every effort is made to reduce the amount of street clutter, this has to be considered with regard to the need for road safety improvements. The signing of the speed limits will be kept to a minimum and would consist of eight entry signs and three repeater signs per village.

Summary of comments to Statutory Consultation

No. of Comments	Comments	Officer Comments
	suburban white 'gates' should not be installed next to the signs.	
1	A letter of support was received from a couple from South Fawley. They commented that cars and farm vehicles often drive too fast on single track roads and the 50 mph limit on the A338 would be a welcome improvement to road safety.	Comment noted.

Individual Executive Member Decision

Title of Report:	Ashampstead - Extension to 30mph Speed Limit
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	4 November 2010
Forward Plan Ref:	ID2051

Purpose of Report: To inform the Executive Member for Highways, Transport (Operational) & ICT of the responses received during the statutory consultation on the proposed 30mph speed limit extensions in the village of Ashampstead.

Recommended Action: That the Executive Member for Highways, Transport (Operational) & ICT resolves to approve the recommendations as set out in Section 4 of this report.

Reason for decision to be taken: To enable the proposed speed limit to be introduced.

Statutory: **Non-Statutory:**
Other:

Other options considered: N/A

Key background documentation: Letter of objection,
 Report to the Speed Limit Review - 16th December 2009,
 Minutes of the Speed Limit Review - 16th December 2009

Portfolio Member Details	
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E-mail Address:	dbetts@westberks.gov.uk

Contact Officer Details	
Name:	Andrew Garratt
Job Title:	Principal Traffic & Road Safety Engineer
Tel. No.:	01635 519491
E-mail Address:	agarratt@westberks.gov.uk

Implications

Policy:	The consultation is in accordance with the Council's Consultation procedures.
Financial:	The implementation of the speed limit zone will be funded from the approved Capital Programme. If there are any financial implications contained within this report this section must be signed off by a West Berkshire Group Accountant. Please note that the report cannot be accepted by Policy and Communication unless this action has been undertaken.
Personnel:	None arising from this report.
Legal/Procurement:	The sealing of the Traffic Regulation Order will be undertaken by Legal Services.
Environmental:	A reduced speed limit will make a more pleasant environment for local residents.
Partnering:	None arising from this report.
Property:	None arising from this report.
Risk Management:	None arising from this report.
Community Safety:	None arising from this report.
Equalities:	Stage 1 EIA has been completed. Where a decision is required, Policy and Communication are not able to accept your report without an EIA being completed. These should be sent to P&C along with your report and should be copied to the Principal Policy Officer (Equality & Diversity). For advice please contact Principal Policy Officer (Equality & Diversity) on Ext. 2441.

Consultation Responses

Members:	
Leader of Council:	Councillor Graham Jones - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.
Overview & Scrutiny Management Commission Chairman:	Councillor Brian Bedwell commented that if this is what the Parish wants and ward member agrees, I agree with it.
Select Committee Chairman:	N/A
Ward Members:	Councillor Barbara Alexander - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.
Opposition Spokesperson:	Councillor Keith Woodhams is happy to support the ward member.
Local Stakeholders:	N/A
Officers Consulted:	Mark Cole and Mark Edwards
Trade Union:	N/A

NOTE: The section below does not need to be completed if your report will not progress beyond Corporate or Management Board.

Is this item subject to call-in.	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
If not subject to call-in please put a cross in the appropriate box:		
The item is due to be referred to Council for final approval		<input type="checkbox"/>
Delays in implementation could have serious financial implications for the Council		<input type="checkbox"/>
Delays in implementation could compromise the Council's position		<input type="checkbox"/>
Considered or reviewed by OSC or associated Task Groups within preceding 6 months		<input type="checkbox"/>
Item is Urgent Key Decision		<input type="checkbox"/>

Supporting Information

1. Background

- 1.1 A request from Ashampstead Parish Council for the 30mph speed limits to be extended in Ashampstead village was considered by the Speed Limit Task Group, at its meeting on 16 December 2009. The Task Group, which consists of Council officers, Members and the Police recommended that the 30mph speed limit on Dog Lane and Holly Lane be extended and to include a length of Noakes Hill.
- 1.2 The Task Groups recommendation was approved by Individual Decision (ref ID1957) on 15th February 2010 and programmed as part of the Traffic and Road Safety works programme for 2010/11. The statutory consultation and advertisement of the proposals was undertaken between 26th August and 16th September 2010.

2. Responses to statutory consultation

- 2.1 At the end of the statutory consultation period only one response had been received. This response was from a local resident who was not directly opposed to the advertised Order but considered that it should be extended to include the residential properties on Palmers Hill.

3. Conclusion

- 3.1 The response received during the statutory consultation is not a direct objection to the advertised order but a request for it to be extended.
- 3.2 Whilst it is possible to reduce the length of an advertised order before it is sealed, it is not possible to extend a restriction without re-advertising it. The Task Group did consider the length of road to Palmers Hill but agreed that it was not appropriate to extend the 30mph from Ashampstead Village to Palmers Hill.
- 3.3 The Speed Limit Task Group considers a number of factors when considering a speed limit. These include the current speed limit, the injury accident record, results of any traffic surveys, the character and nature of the road. Given that the Task Group consider that extending the 30mph speed limit as proposed in the

advertised order is appropriate it is recommended that this is what should be introduced.

4. Recommendations

- 4.1 In view of the above it is recommended that the proposed 30mph speed limit be introduced as advertised.
- 4.2 That the respondent to the statutory consultation be informed accordingly.

Appendices

There are no Appendices with this Report.

Individual Executive Member Decision

Title of Report:	Lamtarra Way, Greenham - Proposed Road Closure
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	4 November 2010
Forward Plan Ref:	ID2152

Purpose of Report: To seek approval to advertise a Traffic Regulation Order to prevent traffic from using part of Lamtarra Way, Greenham.

Recommended Action: That the Executive Member for Highways, Transport (Operational) & ICT resolves to approve the consultation and advertisement of a road closure.

Reason for decision to be taken: Under the terms of the Council's constitution, permanent Traffic Regulation Orders can only be advertised following Member approval.

Statutory: **Non-Statutory:**
Other:

Other options considered:

Key background documentation:

Portfolio Member Details	
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Contact Officer Details	
Name:	Andrew Garratt
Job Title:	Principal Traffic & Road Safety Engineer
Tel. No.:	01635 519491
E-mail Address:	agarratt@westberks.gov.uk

Implications

Policy:	None arising from this report.
Financial:	The statutory consultation and implementation of the road closure would be funded from S106 contributions. If there are any financial implications contained within this report this section must be signed off by a West Berkshire Group Accountant. Please note that the report cannot be accepted by Policy and Communication unless this action has been undertaken.
Personnel:	None arising from this report.
Legal/Procurement:	The statutory consultation process will need to be undertaken by Legal Services.
Environmental:	Preventing vehicles from accessing Lamtarra Way will make a more pleasant environment for local residents.
Partnering:	None arising from this report.
Property:	None arising from this report.
Risk Management:	None arising from this report.
Community Safety:	None arising from this report.
Equalities:	None arising at this stage. For advice please contact Principal Policy Officer (Equalities) on Ext. 2441.

Consultation Responses

Members:	
Leader of Council:	Councillor Graham Jones - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.
Overview & Scrutiny Management Commission Chairman:	Councillor Brian Bedwell - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.
Select Committee Chairman:	N/A
Ward Members:	Councillors Billy Drummond and Julian Swift-Hook - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.
Opposition Spokesperson:	Councillor Keith Woodhams is happy to support the ward members.
Local Stakeholders:	N/A
Officers Consulted:	Mark Cole and Mark Edwards
Trade Union:	N/A

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Delays in implementation could have serious financial implications for the Council	<input type="checkbox"/>	
Delays in implementation could compromise the Council's position	<input type="checkbox"/>	
Considered or reviewed by OSC or associated Task Groups within preceding 6 months	<input type="checkbox"/>	
Item is Urgent Key Decision	<input type="checkbox"/>	

Supporting Information

1. Background

- 1.1 Lamtarra Way and Mandarin Drive are the main roads on a new residential estate located off New Road at Greenham. As part of the road design a bus gate was to be introduced between New Road and Lamtarra Way but the bus companies did not think the route financially viable. A rebound bollard has been installed to prevent traffic generated by the new estate using New Road but it could be driven over by the emergency services if necessary.
- 1.2 In recent months a number of requests for a permanent closure of the road have been received as the bollard is being driven over and not serving its purpose.
- 1.3 A general layout plan of the area is attached to this report.

2. Conclusion

- 2.1 The distance to Lamtarra Way via Mandarin Drive is approximately 730 metres whilst via New Road and the bollard is approximately 530 metres.
- 2.2 To prevent the bollard from being over run and the traffic from Lamtarra Way using New Road a physical closure, except for cycles, could be introduced at the location of the bollard.
- 2.3 However given the small number of residential properties in Lamtarra Way consideration could be given to physically closing the road, except for cycles, in Mandarin Drive instead. This would result in all traffic accessing Lamtarra Way using New Road and all properties on Mandarin Drive using Mandarin Drive.
- 2.4 Statutory consultation would be required to physically close either road and before going to the expense of formally advertising the closure it is recommended that a preliminary consultation be undertaken with local residents to determine their views on which, if any, closure is preferable. Statutory consultation would only then follow on one option.

3. Recommendation

- 3.1 It is recommended that the statutory consultation to close the road be undertaken following an informal consultation with local residents to determine the most appropriate location for the closure.

Appendices

There are no appendices attached to this report.